BookletChart™

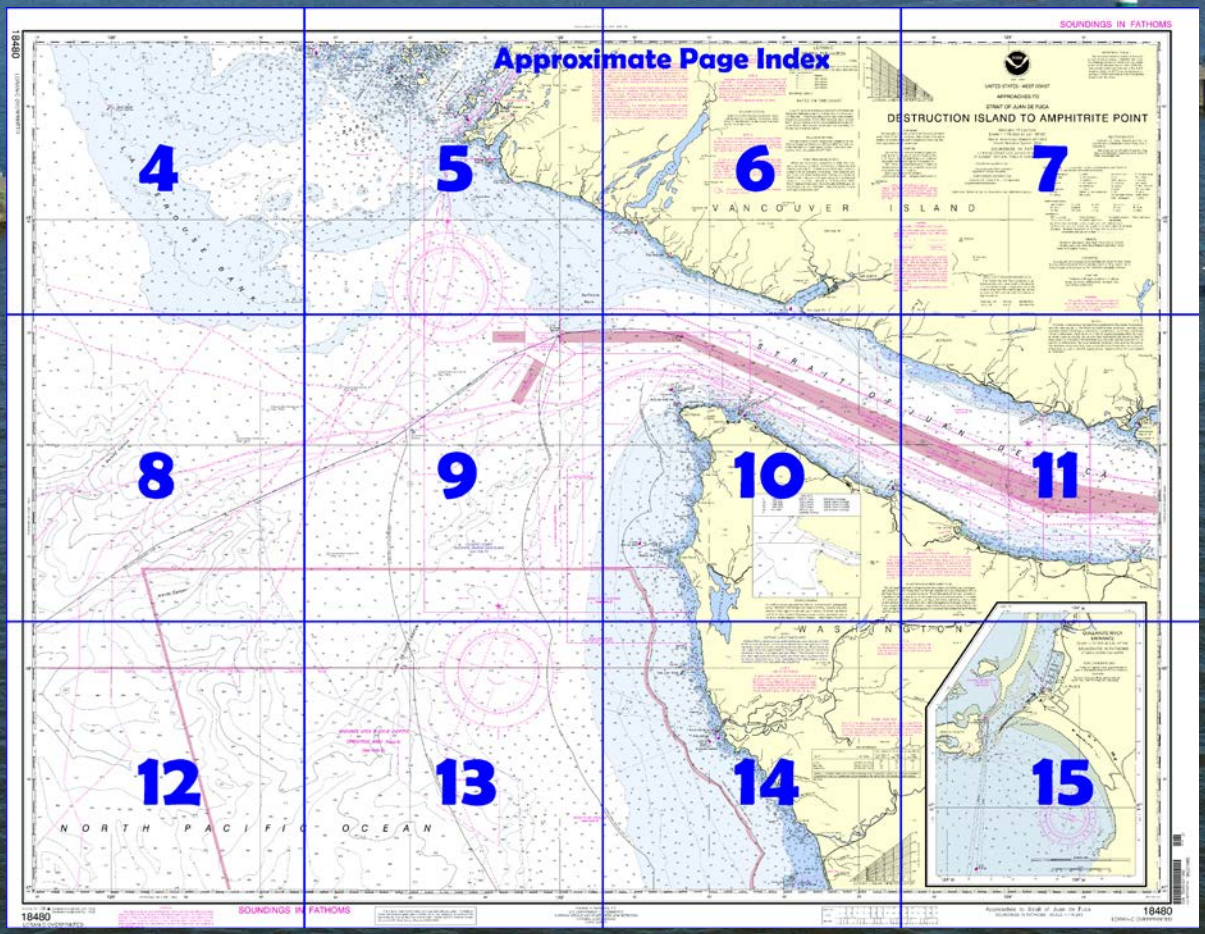
Destruction Island to Amphitrite Point

NOAA Chart 18480

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

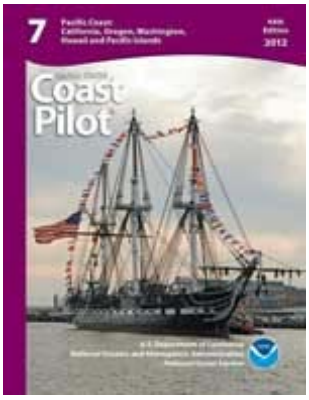
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18480.

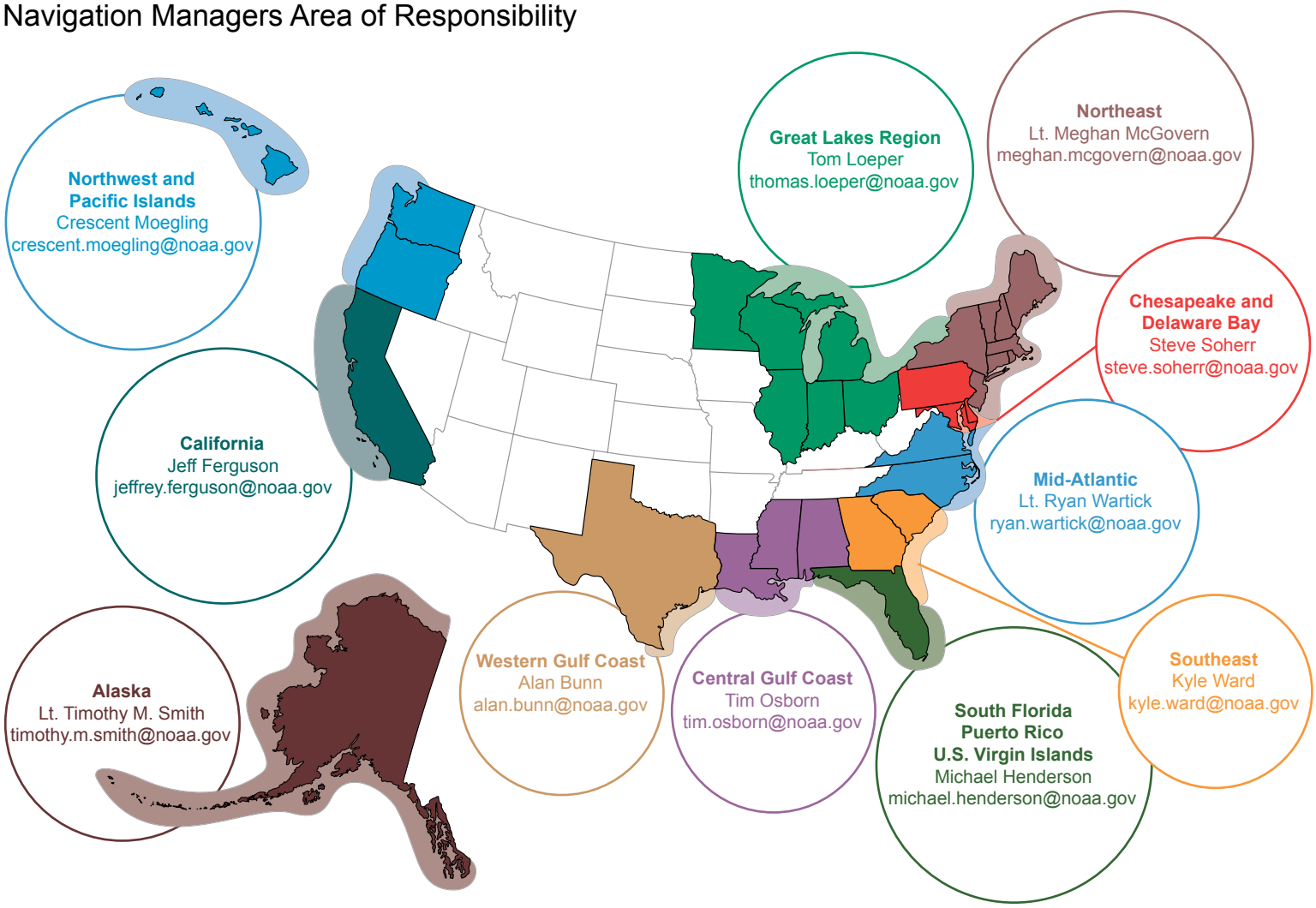


(Selected Excerpts from Coast Pilot)
For 5.5 miles from Destruction Island to Hoh Head, the coast trends in a general NW direction. Many rocks and ledges extend 1.2 miles offshore in some places.
Abbey Islet is 3.5 miles NE of Destruction Island. It is 200 yards off the cliffs. Many rocks are close S of it, the most distant of which is **South Rock** 1 mile S and 0.5 mile offshore.
At the mouth of **Hoh River**, 2 miles SE of Hoh Head, is a broad sand beach.
Hoh Head projects a little over 0.5 mile from the general trend of the coast. A large cluster of rocks is off the S cliff of the head and covered rocks extend to about 1.6 miles offshore between the head and North Rock. A rock covered 2¼ fathoms lies 1.8 miles WNW of Hoh Head.
Middle Rock, North Rock, and **Perkins Reef** are other dangers within 1.5 miles off Hoh Head. Middle Rock, 65 feet high and black with vertical sides, is 0.8 mile off the mouth of Hoh River. Perkins Reef is a long, bold, and jagged islet, 1.1 miles W of Hoh Head. This area has numerous other rocks, covered and bare.
Alexander Island, 121 feet high, is 2 miles NNW of Hoh Head and 1 mile offshore. A covered rock, 1.8 miles WNW of Alexander Island, is the outermost known danger in this vicinity.
Toleak Point, 4.7 miles NW of Hoh Head, is a narrow point terminating in a small knob with an abrupt seaward face. A high wooded islet lies 400 yards W of the point, to which it is connected by an extensive bare reef. **Rounded Islet** is 0.3 mile seaward of Toleak Point. A low black rock is 0.7 mile S of the islet.
A **Cooperative Vessel Traffic Service (CVTS)** has been established in the Strait of Juan de Fuca region, based on an agreement between the United States and Canada. Operated by the U.S. Coast Guard and the Canadian Coast Guard, the system is intended to enhance safe and expeditious vessel movement, and to minimize risk of pollution to the marine environment; the system is **mandatory.** The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction. The CVTS Exchange lines delineating the sector boundaries and frequency change lines between Vessel Traffic Center management authorities are published below and in the VTS User's Manual. Useful information for operating in the CVTS area is available via http://www.uscg.mil/d13/cvts.
Caution.–Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.
Currents, Cape Flattery to Race Rocks.-The currents may attain velocities of 2 to 4 knots, varying with the range of tide, and are influenced by strong winds. E of Race Rocks, in the wider portion of the strait, the velocity is considerably less. At Race Rocks and Discovery Island the velocity may be 6 knots or more.
The **flood current** entering the Strait of Juan de Fuca sets with considerable velocity over Duncan and Duntze Rocks, but, instead of running in the direction of the channel, it has a continued set toward the Vancouver Island shore, is experienced as far as Race Rocks. The flood current velocity is greater on the N shore of the strait than on the S.
The **ebb current** is felt most along the S shore of the strait, and between New Dungeness Light and Crescent Bay there is a decided set S and W, especially during large tides. With the wind and swell against the current, a short choppy sea is raised near the entrance to the strait.
Pilotage, Strait of Juan de Fuca and Puget Sound.–Pilotage is compulsory for all foreign vessels and U.S. vessels engaged in foreign trade. Pilotage is optional for U.S. vessels engaged in the coastwise trade with a federally licensed pilot on board.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

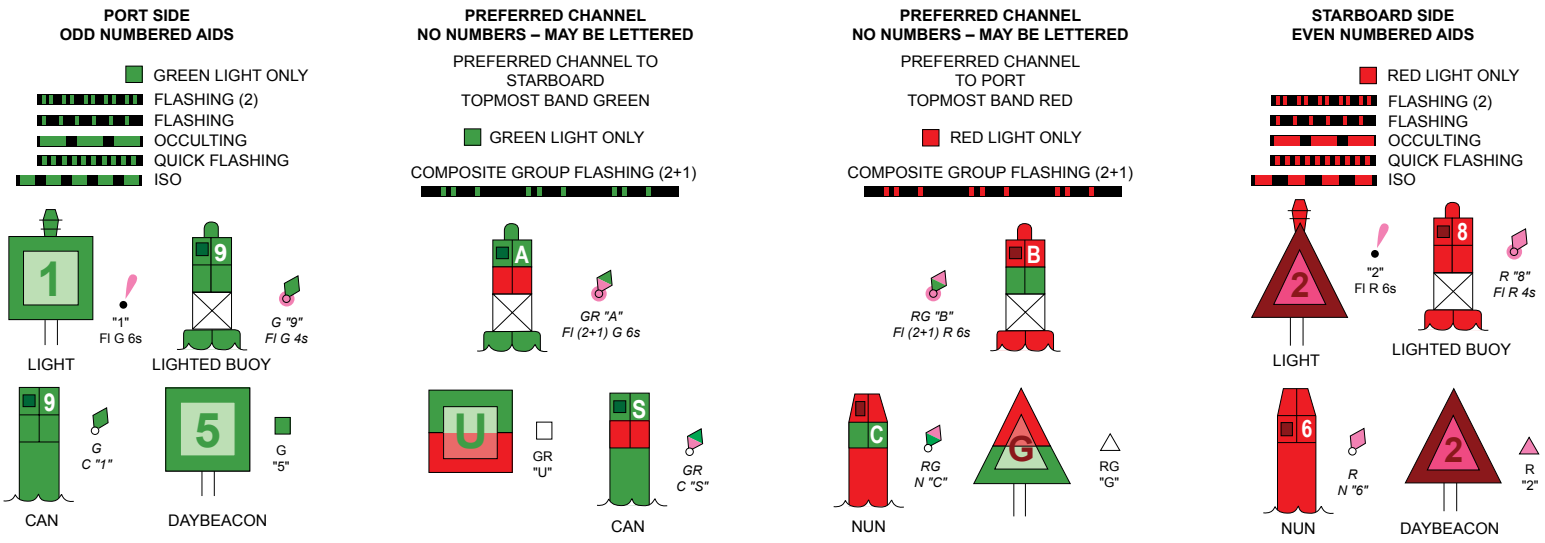


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

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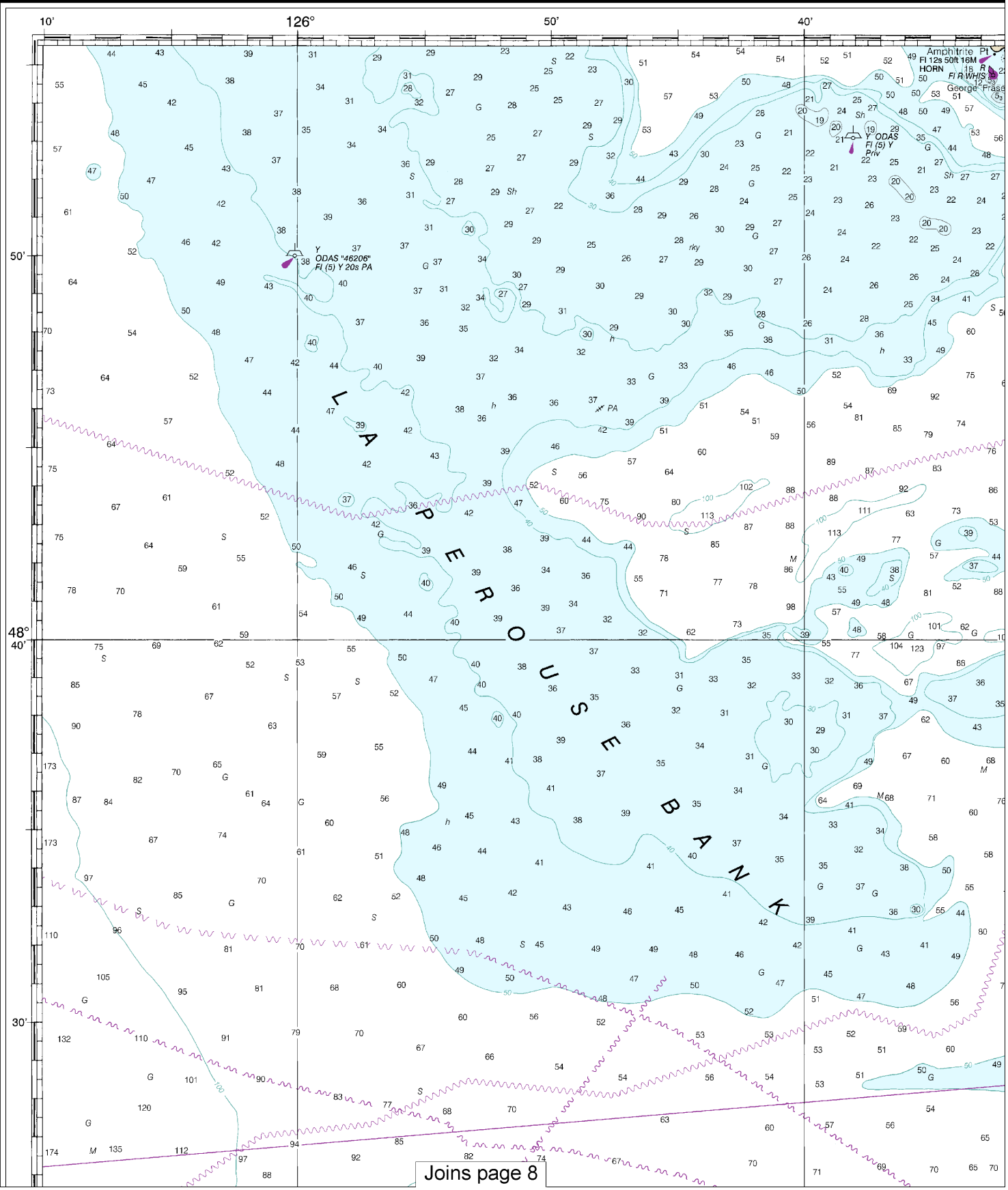

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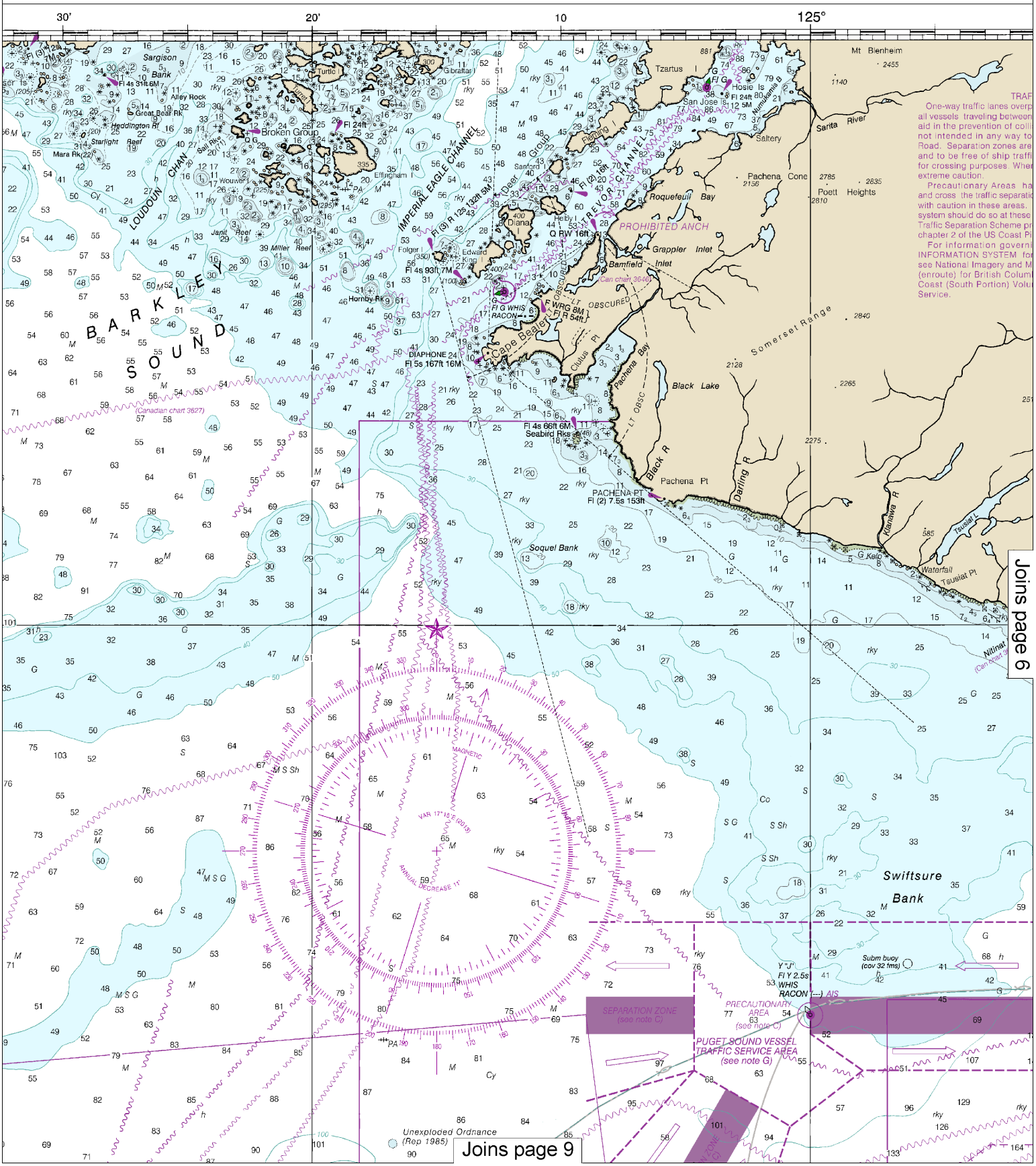
Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:251790. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

25° 50' 40' 30' 20'

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Imagery and Mapping Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

NOTE B

For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners No. 35 of each year. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE G

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOTE F

A Cooperative Vessel Traffic Service (CVTS) has been established by the United States and Canada within the adjoining water in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

VTS Calling-in point; arrow indicates direction of vessel movement.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.736" southward and 4.819" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA	KIH-36	162.550 MHz
Forks, WA	KXI-27	162.425 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 5

Joins page 10

Mt Blenheim 2455 1140 Sarita River 2785 2635 Poett Heights 2810 Range 2840 2265 2510 2275 Nitinat River Hobiton Lake Squaliquim R Kanawa R Tsusiat L 585 1510 NITINAT LAKE Mt Rosander 3310 Smokehouse Mt 3566 Tsusiat Pt Waterfall G Kelp 1365 Nitinat Cone Carmanah Mt 3451 Clo - oose Cheewhat R Nitinat Inlet (Can chart 3647) Fl (2) 5s 2M Priv Fl 5s 182ft 19M Carmanah Pt Carmanah Cr Bonilla Pt Walbran Cr Mt Waldran 3671 V A N C O U V E R House Cone 3560 3110 Edinburgh Mt 3775 GORDON R Pandora Pk 1590 Camper Bay Owen Pt Port San Juan Port Renfrew (Can chart 3647) San Juan Pt Providence Cove Cerantes RW "YK" Mo (A) WHIS Swiftsure Bank Subm buoy (cov 32 fms) Y "JA" Fl Y 2.5s AIS REGULATED AREA CFR 165.1310 (see note A) TRAFFIC LANE OUTBOUND S T R A I T

Note: Chart grid lines are aligned with true north.

10' 124° 50'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

APPROACHES TO

STRAIT OF JUAN DE FUCA

DESTRUCTION ISLAND TO AMPHITRITE POINT

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Mt Bolduc 3900

COLREGS, 80.1385 (see note A)
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line except Quillayute River Entrance (COLREGS, 80.1380).

Mercator Projection
Scale 1:176,253 at Lat. 48°20'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

(For offshore navigation only)

Use large scale charts outlined in magenta for inshore navigation.

Additional information can be obtained at nauticalcharts.noaa.gov.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower	
Al alternating	IQ interrupted quick	N nun	Rot rotating	
B black	Iso isophase	OBSC obscured	s seconds	
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector	
C can	M nautical mile	Or orange	St M statute miles	
DIA diaphone	m minutes	Q quick	VQ very quick	
F fixed	MICRO TR microwave tower	R red	W white	
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle	
		R Bn radiobeacon	Y yellow	

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

HEIGHTS
Heights in feet above Mean High Water in U. S. Territory.
Heights expressed in feet above Higher High Water, Larger Tides, in Canadian Territory.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U. S. Coast Guard, and surveys by the Canadian Hydrographic Service.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE J
SCIENTIFIC MOORINGS
Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 0.5 miles apart along the line. Instruments in water less than 82 fathoms deep are within 3 fathoms of the seabed. Instruments in water more than 82 fathoms deep are approximately 82 fathoms below the surface.

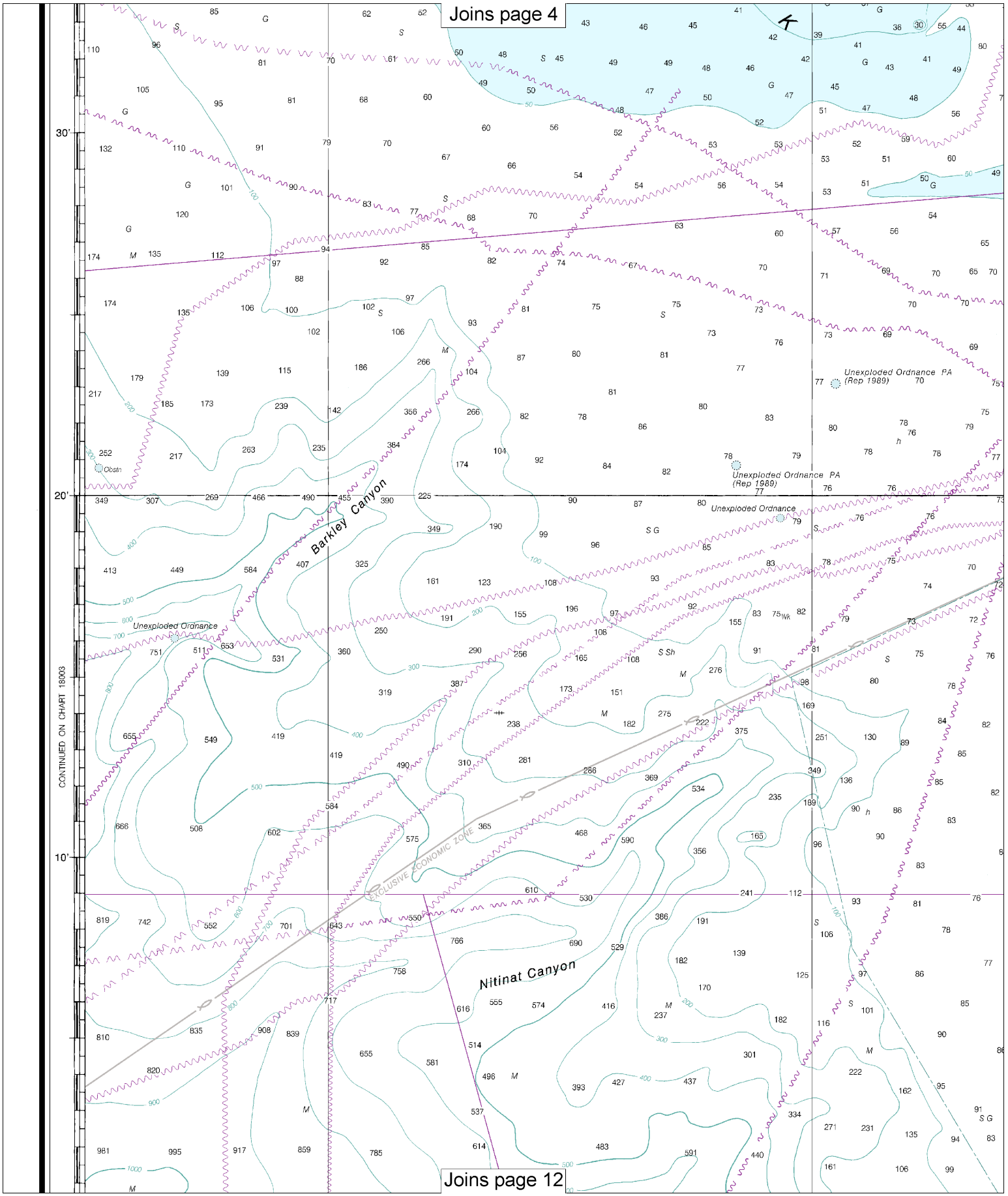
I S L A N D

Mt Modeste 3686
Mt Demers 3536
N JUAN R
SAN JUAN RIDGE 3612
Valentine Mt
Sombrio R
Loss Creek
Sombrio Pt
JORDAN RIDGE
2505
Magdalena Pt
CLIFF 115 FT HIGH
San Simon Pt
Jordan River
Trap Mt 2304
Empress Mt 2184
Sooke L

48° 40'
50'
30'

Joins page 11

hand corner are available at nauticalcharts.noaa.gov.
32nd Ed., Jan. 2013. Last Correction: 11/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



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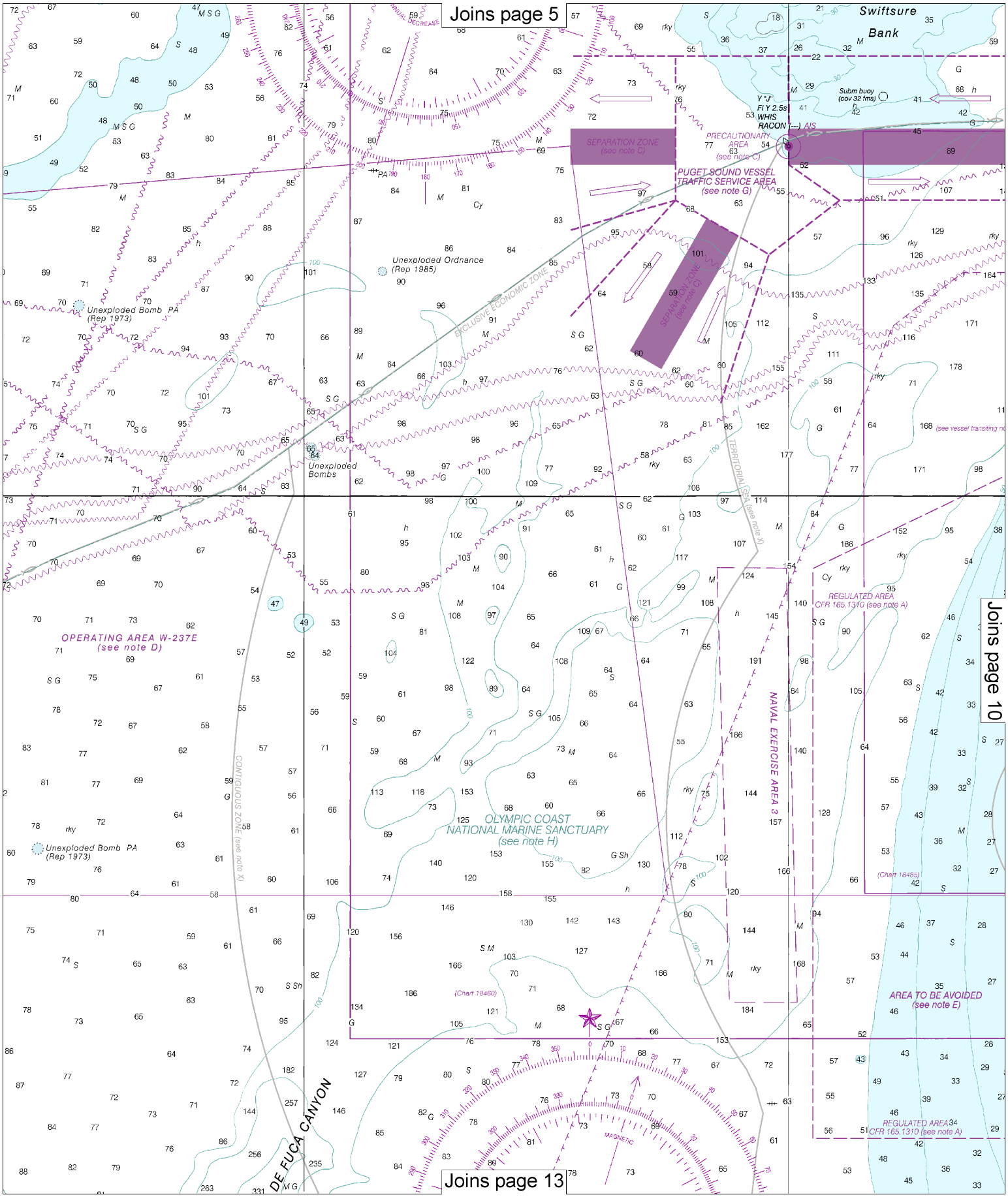
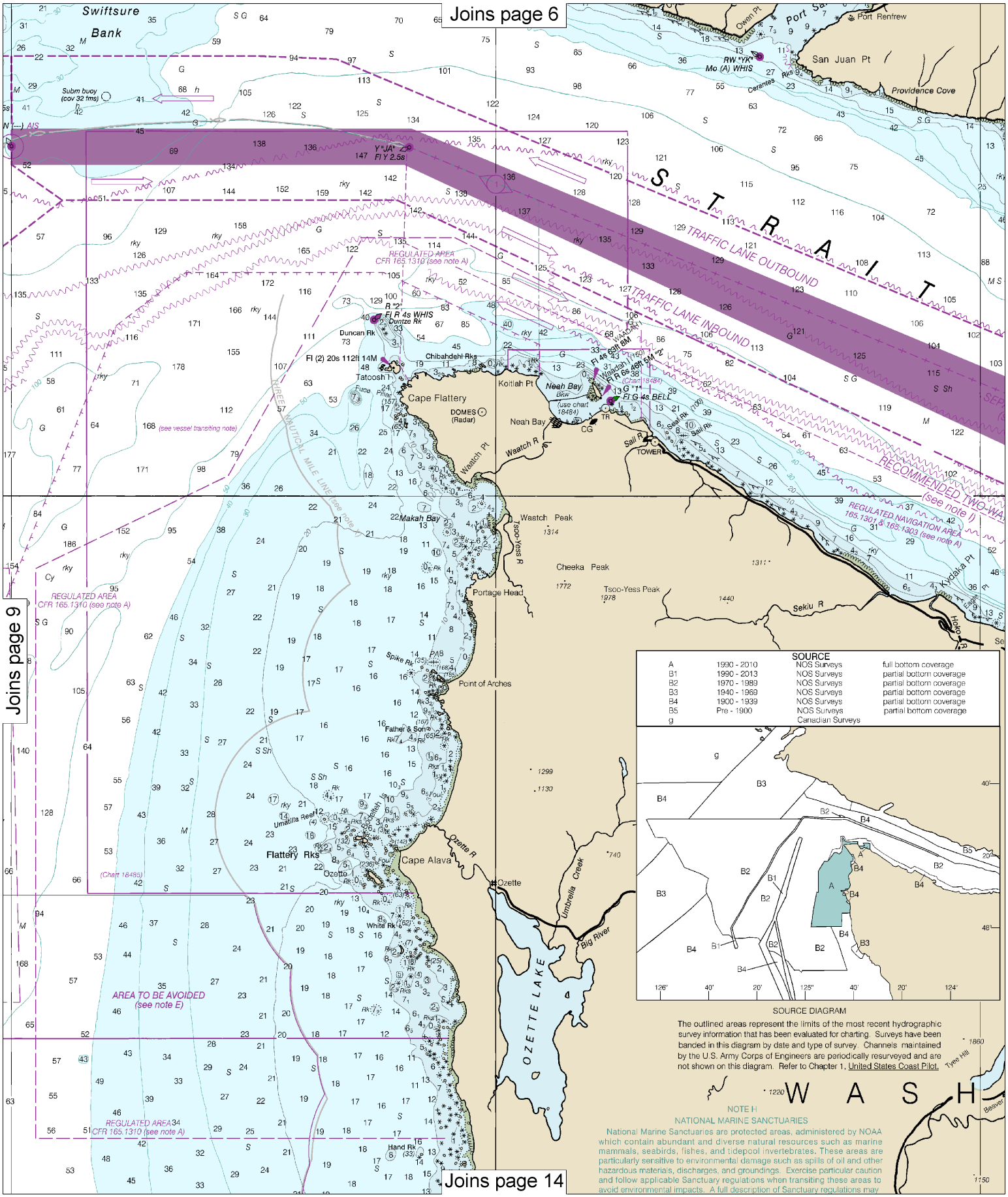
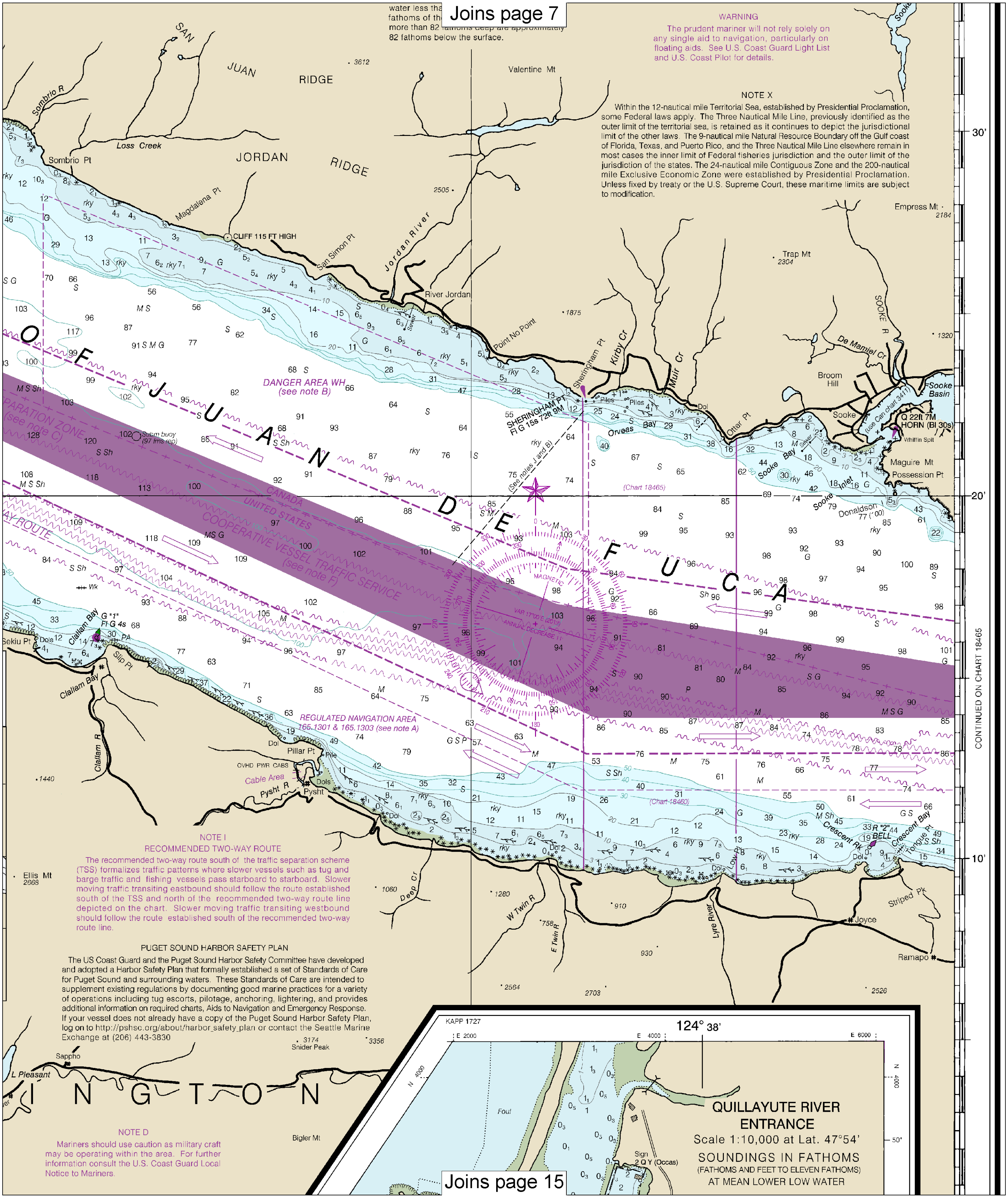
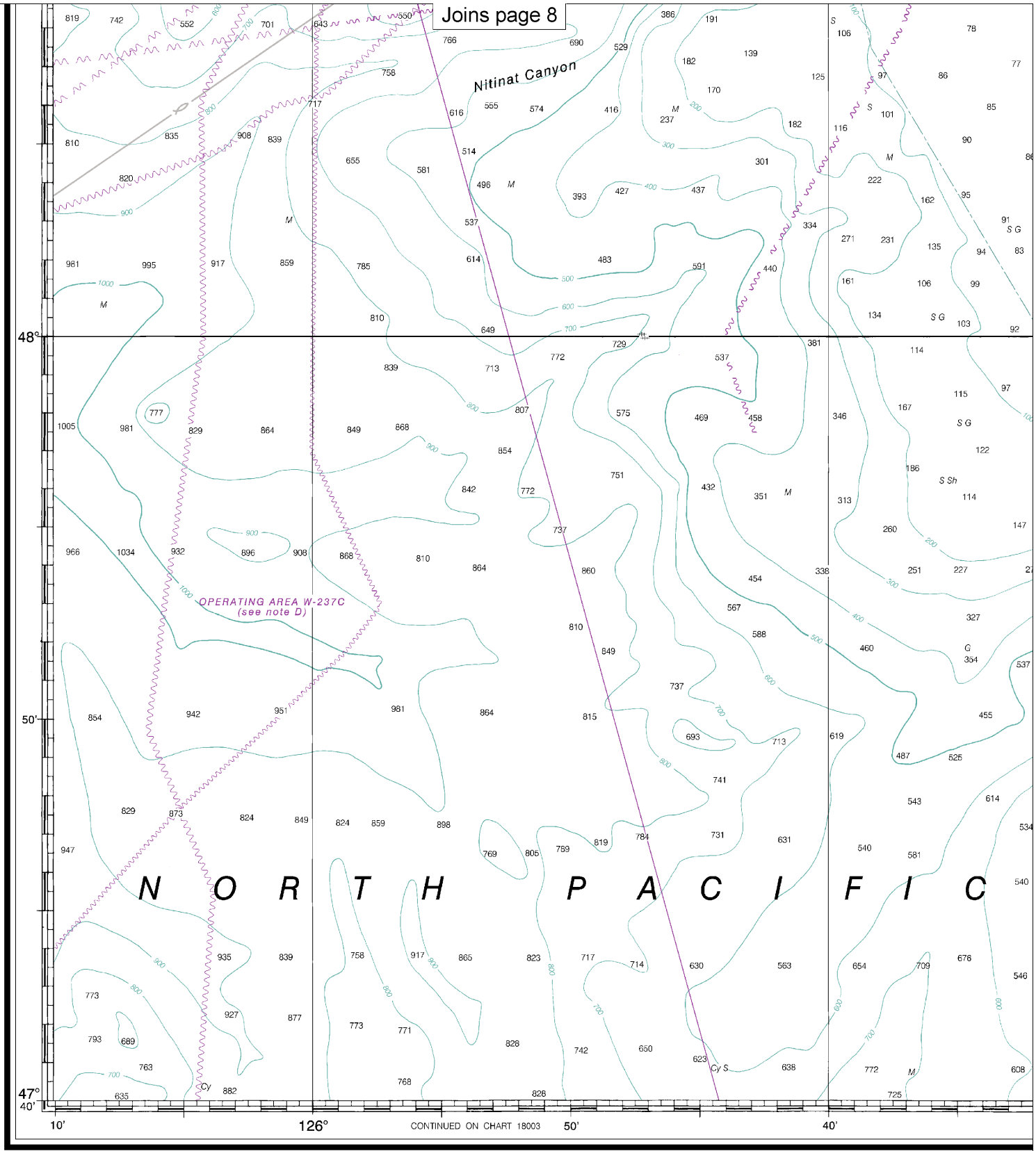
Note: Chart grid lines are aligned with true north.


Joins page 5
Swiftsure Bank
Subm buoy (cov 32 hms)
Fl Y 2.5s
WHIS
RACON (---) AIS
SEPARATION ZONE (see note C)
PRECAUTIONARY AREA (see note C)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note G)
SEPARATION ZONE (see note C)
Unexploded Ordnance (Rep 1985)
Unexploded Bomb PA (Rep 1973)
EXCLUSIVE ECONOMIC ZONE
Unexploded Bombs
TERRITORIAL SEA (see note K)
OPERATING AREA W-237E (see note D)
REGULATED AREA CFR 165.1310 (see note A)
NAVAL EXERCISE AREA 3
CONTIGUOUS ZONE (see note K)
OLYMPIC COAST NATIONAL MARINE SANCTUARY (see note H)
Unexploded Bomb PA (Rep 1973)
(Chart 18460)
(Chart 18485)
AREA TO BE AVOIDED (see note E)
REGULATED AREA CFR 165.1310 (see note A)
DE FUCA CANYON
MAGNETIC
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.


Joins page 7
water less tha fathoms of th more than 82 fathoms deep are approximately 82 fathoms below the surface.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.
SAN JUAN RIDGE
JORDAN RIDGE
Sombrio R
Loss Creek
Sombrio Pt
Magdalena Pt
CLIFF 115 FT HIGH
San Simon Pt
Jordan River
River Jordan
Valentine Mt
Point No Point
Sheringham Pt
Kirby Cr
Muir Cr
De Mamiel Cr
Sooke R
Broom Hill
Sooke Basin
Sooke
Trap Mt
Empress Mt
Orveas Bay
Otter Pt
Sooke Bay
Sooke Inlet
Whiffin Spit
Maguire Mt
Possession Pt
Donaldson
SHERINGHAM PT
Fl G 15s 72ft 9M
Q 22ft 7M HORN (Bl 30s)
DANGER AREA WH (see note B)
STRAIT OF JUAN DE FUCA
SEPARATION ZONE (see note C)
TWO-WAY ROUTE
CANADA
UNITED STATES
COOPERATIVE VESSEL TRAFFIC SERVICE (see note F)
Subm buoy (97 fms rep)
(See notes J and B)
(Chart 18465)
(Chart 18460)
REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)
Clallam Bay
G "1" Fl G 4s
Sekiu Pt
Slip Pt
Clallam R
Pillar Pt
OVHD PWR CABS
Cable Area
Pysht R
Pysht
Deep Cr
W Twin R
E Twin R
Lyre River
Crescent Bay
Crescent Rk
Tongue Pt
R "2" BELL
Striped Pk
Joyce
Ramapo
CONTINUED ON CHART 18465
NOTE I
RECOMMENDED TWO-WAY ROUTE
The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.
Ellis Mt
PUGET SOUND HARBOR SAFETY PLAN
The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and providing additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, log on to http://pshsc.org/about/harbor_safety_plan or contact the Seattle Marine Exchange at (206) 443-3830
Snider Peak
Sappho
L Pleasant
WASHINGTON
NOTE D
Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.
Bigler Mt
KAPP 1727
124° 38'
QUILLAYUTE RIVER ENTRANCE
Scale 1:10,000 at Lat. 47°54'
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
Foul
Sign 2 Q Y (Occas)
Joins page 15



18480

CAUTION

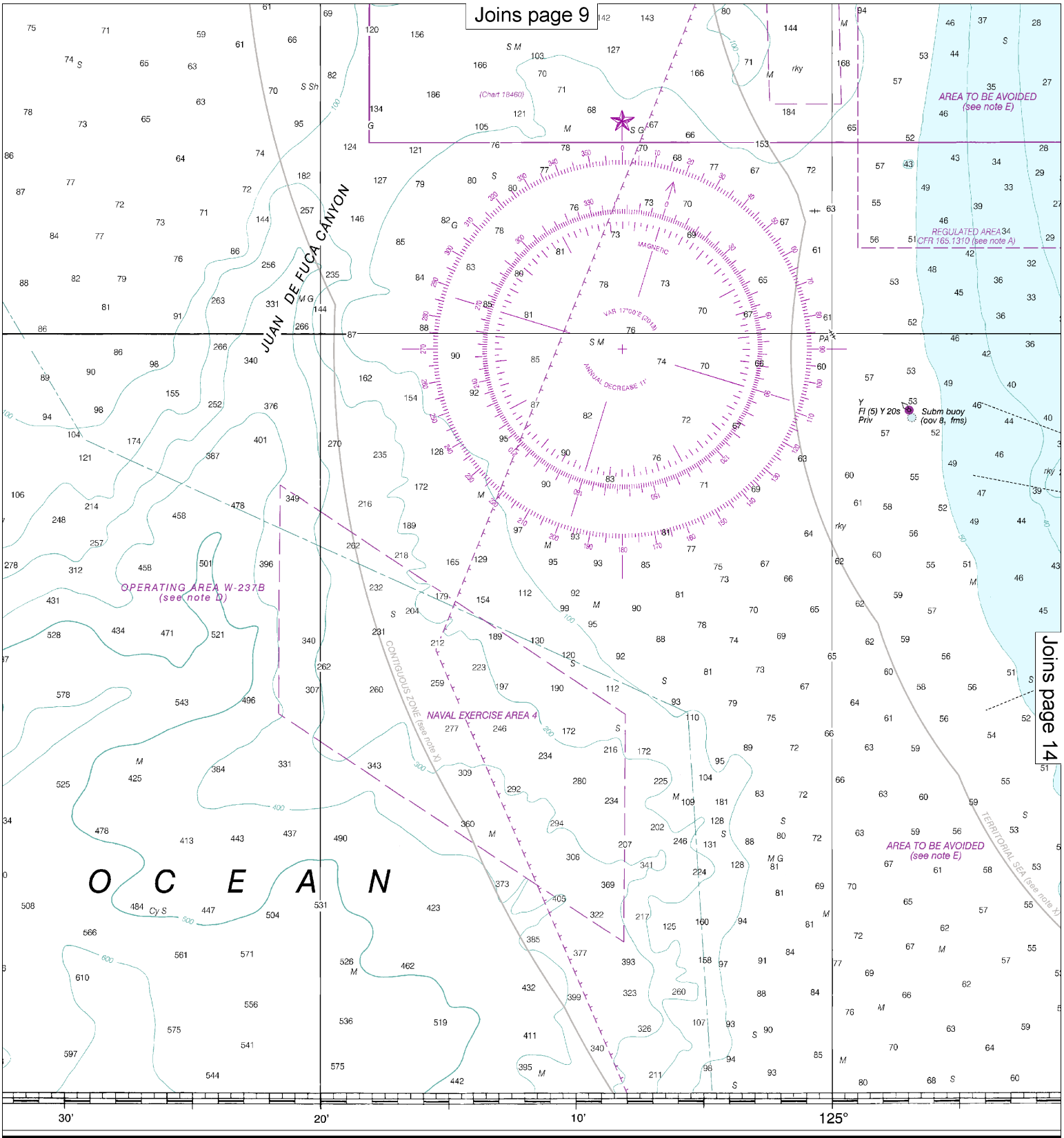
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FAT

(FATHOMS AND FEET TO 11 FATHO

32nd Ed., Jan. 2013. Last Correction: 11/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

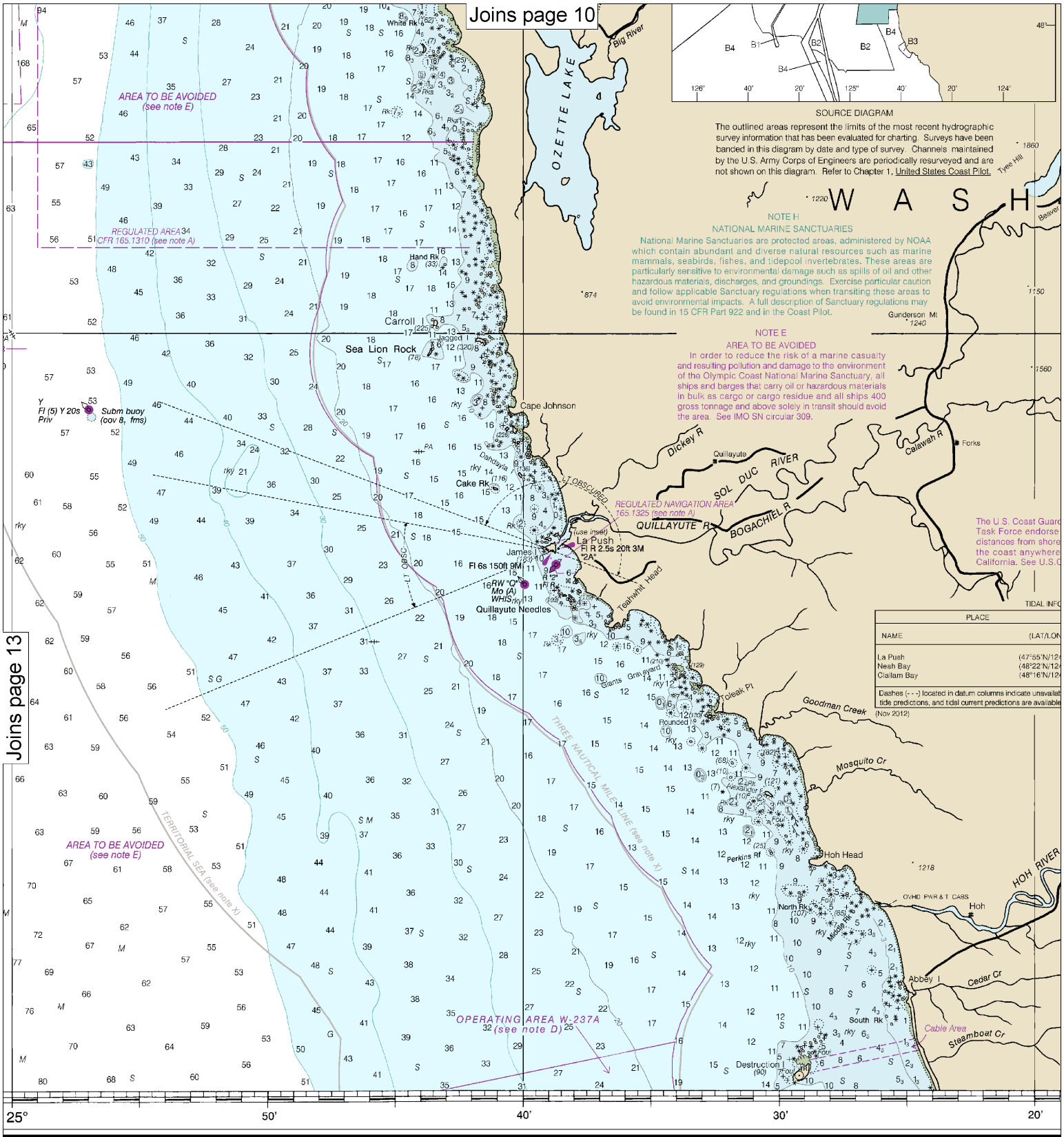
Note: Chart grid lines are aligned with true north.



THOMS
OMS)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1 2 3 4 5 6 7 8 9 10				

Note: Chart grid lines are aligned with true north.

Joins page 11

depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

PUGET SOUND HARBOR SAFETY PLAN

The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, log on to http://pshsc.org/about/harbor_safety_plan or contact the Seattle Marine Exchange at (206) 443-3830

NOTE D

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

VESSEL TRANSITING

ard and the Pacific States/British Columbia Oil Spill
e a system of voluntary measures and minimum
re for certain commercial vessels transiting along
re between Cook Inlet, Alaska and San Diego,
Coast Pilot 7 or 8, Chapter 3 for details.

IFORMATION

ONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	foot	foot	feet
124°38'W)	8.4	7.7	1.4
124°37'W)	8.0	7.1	1.6
124°18'W)	7.5	6.7	1.8

liable datum values for a tide station. Real-time water levels, ble on the Internet from http://tidesandcurrents.noaa.gov.

KAPP 1727

QUILLAYUTE RIVER ENTRANCE

Scale 1:10,000 at Lat. 47°54'

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

PLANE COORDINATE GRID

Corps of Engineers local plane coordinate grid is indicated by ticks at 2000 foot intervals.

CAUTION

Buoys in Quillayute River are not charted due to their positions frequently changing.

LA PUSH

James Island

COLREGS DEMARCATION LINE 80.1380 (see note A)

Fl G 4s 13ft 4M "1"

Fl R 4s 13ft 3M "2"

Iso 6s 27ft

Fl G 4s 27ft 4M "3"

Fl R 2.5s 20ft 3M "2A"

Fl 6s 15ft 3M

R "2" Fl R 4s

REGULATED NAVIGATION AREA 165.1325 (see note A)

MAGNETIC

IAR 17°00 E (2013)

ANNUAL DECREASE 11'

SCALE 1:10,000

½ Nautical Mile

Yards

124° 38'

124° 39'

47° 54'

793.1 X 1051.3 mm

Approaches to Strait of Juan de Fuca

SOUNDINGS IN FATHOMS - SCALE 1:176,253

18480

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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